

Edmonton Bulletin.

VOL. V.

EDMONTON, ALBERTA, SATURDAY, MARCH 29TH, 1884.

No. 22.

TELEGRAPHIC.

WINNIPEG, March 28, 1884.

Sir John is very ill.
Terrible cyclone in Kentucky.
An earthquake in San Francisco.
The Ontario legislature was prorogued on Tuesday.
Gladstone has been seriously ill but has recovered.

It is rumored that Donald A. Smith will be appointed to the senate.

The Grand Trunk employees threaten to strike against a reduction of pay.

Manitoba grievances were discussed in the commons yesterday, but the motion was voted down.

Several bridges on the Yellowstone division of the Northern Pacific have been swept away by floods.

Another officer is to be sent to command the mounted police. Irvine is only going back temporarily.

The house of commons has declared in favor of prohibition when the country is ripe for it, by a vote of 122 to 40.

The Quebec Liberals have won a great victory, electing three liberal candidates and one independent to the local house.

An Ontario emigrant train en route to Manitoba was wrecked near Red Wing, Minnesota. One child was killed and many people injured.

War in Sudan nearly ended. Gordon taken at Tamaneeb. Rebels, however, not conquered yet. British soldiers suffering terribly from heat and bad water.

McKinnon and Kirkland have been released on bail, Goldwin Smith being bondman of the latter on the grounds that he was a stranger and has no partner. The bribery, non political, case is being still investigated before the police court. McKinnon is to be arrested for forgery in changing the date of a note given him by Wilkinson so that his creditors could not get the benefit. McKinnon and Dowling have been banqueted by constituents.

QU'APPELLE, March 28, 1884.

Snow all gone.

Settlers from Ontario are arriving fast.

The farmers in this vicinity are commencing spring work.

Jess Williams, the Calgary murderer, is to be hanged to-morrow.

Court is being held at Regina. Several interesting cases from here are being tried.

It is expected that construction will be commenced in the mountains on the C.P.R. in about two weeks.

C. E. Denny, Indian agent for treaty No. 7, has resigned. Pocklington has been appointed in his stead.

A train of 13 cars passed to-day with outfitts for the C.P.R. experimental farms at Moosejaw and Medicine Hat.

PRINCE ALBERT EAST, March 29, 1884.

Business dull.

Roads nearly bare.

H. McDougall returned from the east last week.

A depreciation in the value of real estate here.

Last curling match of the season yesterday on the river.

The material has just arrived for repairing the steamers now on the landing.

S. H. Gordon, A. Stewart and D. C. Reynolds arrived with freight from Troy this week.

BATTLEFORD, March 28, 1884.

Weather delightful.

Snow has almost disappeared.

Freighters are leaving for Swift Current.

Mail left for Edmonton on Wednesday at 11 a.m.

The farmers are making active preparations to commence spring work.

The pupils of the industrial school propose giving a concert at an early date.

It is reported that there is a large volume of water on the South branch and the ice must break shortly.

The demand here for seed wheat far exceeds the supply; a much larger area will be sown than in any previous year.

—♦—

R. H. HALPIN, trading for J. A. McDougall & Co. at Jasper house, arrived from that point on Friday. Fur trade has been dull at Jasper owing to a scarcity of the right kind of goods. Scarcely any beaver has been traded yet. The leather trade has been good. Mr. Halpin left on March 17th. There was no snow at that time and very little all winter. Summer birds had appeared and the ice of the river was getting shaky. Snow began to get deep east of MacLeod river and remains deep to the Pembina.

LOCAL.

MAIN street is dry.

SLEIGHING is p'ayed out.

SUGAR is scarce in town just now.

ACTIVE enquiries for garden seeds.

Cool wind from the south on Friday.

SLIGHT fall of snow on Tuesday night.

COURT sits at ten o'clock on Thursday next.

CONSIDERABLE demand for seed grain, principally wheat.

DAN NOYES' teams came down from the woods on Monday last.

LACROSSE meeting at the Jasper house this evening at eight o'clock.

THE attendance at the public school averaged 40 for the past week.

No slush this spring and very little probability of the streams being high.

THE police garden at Ft. Saskatchewan was being plowed on Monday last, March 24th.

NORRIS & CAREY sold 250 bushels of wheat to Hardisty & Fraser this week at \$1.25 cash.

RAIRIE fires have been noticeable both south and north of the river for the past few nights.

Now is the time to set out prairie fires and thereby prevent damage later in the season.

THOS. HENDERSON is improving his dwelling on the Pritchard estate, intending to move up town shortly.

SAMUEL WHITFORD, of Victoria, killed two red deer, or elk, between Vermilion and Sucker creek recently.

NORRIS & CAREY have handled about 1,200 bushels of grain this season about 350 of which was wheat.

W. R. BRERETON arrived from Lac Ste. Anne on Friday afternoon, totally snow blind and suffering great pain.

HARDISTY & FRASER'S shingle engine arrived in town from the woods on Monday, drawn by three span of horses.

W. F. BREDDIN left for Calgary on Friday, taking as passengers D. Hogarth, W. Harrower, and M. McKinnon.

THE H.B.C. saw mill is being fitted up for business and will be ready for the first logs that come down the river.

No service in the Presbyterian church on Sunday morning owing to the absence of the parson at Ft. Saskatchewan.

THE son of chief Peccan, who shot himself recently near Egg lake has been brought to Victoria. There are hopes of his recovery.

ALEX. DUKE'S barber shop was moved out of town on sleighs on Thursday to a claim beyond the Little Mountain to do duty as a farm house.

At the bailiff's sale on Tuesday last at the Jasper house of a yoke of oxen belonging to Alfred Whitford, J. Irvine purchased the oxen for \$120.

A REGULAR milk business is the latest new industry in Edmonton. Fifteen quarts for a dollar, or 10 cents per single quart, delivery every morning.

A. D. PATTON has taken charge of W. F. Breddin's farm on the south side for the season. Mr. Schneider has taken charge of the farm vacated by Mr. Patton.

FOUR hundred dollars is the price paid by Ross Bros. for the Pritchard estate lot on Main street upon which they are erecting their building. Not bad for a busted town.

WORK was commenced last week by the H.B.C. on a pier to which to attach the outer end of a boom to hold the saw logs for the mill, but was given up after a few days.

W. J. O'DONNELL, instructor at Riviere Qui Barre farm, saw five geese going north on the morning of Thursday of last week, 20th inst. He also saw a single one later in the same day.

L. THOMPSON arrived from Victoria on Saturday last. He came all the way on the river as the sleighing was gone from the road while the river was excellent for travelling on. Snow at Victoria was nearly gone.

W. ANDERSON, Indian agent, arrived from Saddle lake on Friday evening. Mr. Anderson travelled from Victoria. Saddle lake and from that place to Ft. Saskatchewan by the ice which is still good. He also had freight taken by the same route from Victoria to Saddle lake.

THE Indian department official's desire to say that the band of Stoney near Whitemud who were reported in last week's paper to be in a destitute condition have been supplied regularly with food from the Qui Barre farm, although not being strictly entitled to any as they are not living on their reserve.

LATEST reduced steamboat rates on coal to Battleford are \$12 per ton, coal to be sacked. These rates are not likely to boom the coal trade much.

P. HEIMICK, in digging a well near his hotel at Ft. Saskatchewan, found a large thigh bone, probably of a buffalo, at a depth of twenty-seven feet. Query, how did the buffalo get there.

THE agricultural society is having a show case fitted up to be placed in St. Jean's building for the purpose of exhibiting samples of grain, minerals and other products, as well as curiosities of the country. Samples for exhibition may be handed to any of the officers of the society or left with Mr. St. Jean.

T. S. EDMUNDSON, who left with D. Macrae on a trip up the river a couple of months ago, returned on Tuesday. They went to within 20 miles of the mouth of the North Fork. They saw no game larger than otter. There is very little good spruce on the river and but little open prairie. The character of the river above the White mud is similar to what it is below. A good coal seam shows in the bank at Haney's gold claim.

A PRIVATE letter states that the mining company whose engine has been lying in charge of A. Macdonald & Co. all winter has been reorganized. Amongst the members of the new company are C. M. Ramsay, brother of the earl of Dalhousie, and H. C. Davis, assistant general passenger agent on the Northern Pacific railroad. The new company has lots of wealth and will push operations briskly as soon as spring opens. Men will arrive in May to commence operations.

A. MCCLAREY left on Thursday morning on a prospecting trip to the Three hills on the Mountain house trail. From there he will go to the Clearwater the most southern branch of the Saskatchewan and passing the head of the Red Deer will come out at or about Silver city. He will make the trip alone and as the country through which he will travel is entirely uninhabited he will not have a very sociable time for a few months. W. O'Connell on his way to Red Deer started with him.

There is trouble amongst the Stony plain band of Indians. This band is under the chieftainship of Tommy Lapotack, and numbers over 200 souls. Last winter the band requested the agent, Mr. Anderson, to give them their relief supplies in monthly instalments in bulk allowing the chief to take charge of the distribution. Mr. Anderson readily acceded to the request, but the plan did not work satisfactorily. It was charged by a portion of the band comprising a considerable majority that Tommy was in the habit of making one or more dances on receipt of the rations with the result that said rations were consumed long before the month whose wants they were intended to supply had expired. Of course the agent would not give any more until the beginning of the next month and as a consequence, there were hungry times in the band during the latter half of every month. This provoked discontent, especially no doubt amongst those members who were not invited to the dances and the result was that about three-fourths of the band led by a headman with an unspellable name petitioned to have their rations given into their own hands directly by the agent without passing through Tommy's greasy fingers, while the remainder of the band, no doubt those who had received the invitations to the dances, preferred to have Tommy immediate for them. The ration business has worked satisfactorily since then but the malcontents have passed a vote of want of confidence in Tommy and are now desiring to move to the south side and place themselves under Pa-pa-stay-ow who owns the reserve immediately south of town. If this is allowed of course Pa-pa-stay-ow's reserve will have to be increased in size and as it lies close to the town and the main trail to Calgary and any possible branch railroad from the south must pass through it, it is a matter of some importance to Edmonton that the reserve be not increased in size, and, to prevent the necessity of this, that the Indians of Lapotack's band be kept where they are. Owing to the situation of Pa-pa-stay-ow's reserve the larger it is the more it will injure Edmonton, both for the present and future. It was bad enough to allow the reserve to be taken there in the first place but to allow it to be increased in size or the population to be so largely and unnecessarily increased would be making the matter worse instead of better. The reserve was taken there purely as a speculation—and a very good one it is. Purchases of portions of it as rights of way and for other purposes will have to be made from time to time, and the less claimants there are to be satisfied the cheaper and better for the government and the country.

FARM FOR SALE—East half of section 35, township 53, range 25, on St. Albert road, seven and a half miles from Edmonton, and two miles from St. Albert mission, 45 acres under cultivation. Dwelling house, stable and small granary on premises. Good well at house. Also good Toronto reaper, breaking plow and harrow, with other implements, to go with the place. Price \$2,500 cash. Apply to F. Oliver, Edmonton, or on the premises to P. MARCHEL, proprietor.

EAL ESTATE NOTICE.—Parties wishing to purchase lots or land in the "Robertson & McGinn property, lot 12, Edmonton," or in the "Macdonald & McLeod property, lot 14, Edmonton," or in the "Macdonald & Lamoureux property, in the city of Saskatchewan," must deal only with the undersigned or George A. Watson, or (as to said city of Saskatchewan property) with Francis or Joseph Lamoureux. Plans may be seen at the office of the undersigned or at that of George A. Watson, barrister, Edmonton. A. McDONALD & CO.

EDMONTON AND CALGARY STAGE—
Leaves the Jasper house, Edmonton, at 9 and the steamboat dock at 9.30 o'clock every Monday morning, stopping at Peace hills, Battle river, Red Deer crossing and Willow creek, and arriving at Calgary on Friday. Returning, leaves Calgary Monday, stops at same places, and arrives at Edmonton on Friday. Fare each way \$25; 100 lbs baggage allowed. Express matter 10c per lb. Passengers arriving in Edmonton and wishing to go to St. Albert or Ft. Saskatchewan, will be forwarded to those places at a very moderate charge. Edmonton office in Jasper house; Calgary office in H.B.C. store. D. McLEOD, proprietor.

NEW ADVERTISEMENTS.

NOTICE.—As the undersigned is about to close out his restaurant and bakery business, all parties indebted are requested to call at Norris & Carey's and settle up some time during the coming week. DONALD McDONALD.

MASONIC.—Saskatchewan Lodge No. 17, G. R. M., A. F. & A. M.—A regular meeting of the above lodge will be held in the Masonic Hall, Edmonton, on Monday, 7th April, at 7.30 p.m. Visiting brethren cordially invited. By order of the W.M. W. STIFFE, Secretary.

NOTICE is hereby given that no one has authority from me to grant permission to cut timber of any description on my limits in the district of Edmonton. Any written authority I may hereafter give must be lodged in the crown timber office and a permit obtained for the same. H. J. MOORE, per Thos. Anderson.—Edmonton, 28th March, 1884.

IMPORTANT TO HORSEMEN.—The stallion "Rupert" is now in condition and will serve mares for the season at \$10 each. Terms—cash at time of service. All mares at owner's risk. This horse is from Canadian stock, raised in this district, is dark brown in color, stands 16 hands high, weight 1200 lbs, symetrically built, and is a good roadster. May be seen and inspected any time at his stable at Turnip lake. W. ROWLAND.

NOTICES.

PAY UP.—All parties indebted to us are notified to pay their accounts before 1st April. No more credit will be given after that date. SANDERSON & LOOBY.

THIRD JUDICIAL DISTRICT COURT.—The sitting of the above court will be held on Thursday, the third day of April, 1884, in the school house, Edmonton, at ten o'clock a.m. L. J. MUNRO, clerk of court.

MOR SALE—Cheap for Cash, or in exchange for Ponies.—One new McCormick mower, one John Deere breaker, one set iron harrows, one John Deere cultivator, one cooking stove, one hundred bushels potatoes, six hot-bed sashes 3x6, and a variety of other articles too numerous to mention.—Apply to W. F. BREDDIN.

NOTICE!—Important to Farmers and others. The best value in Self-Binders, Reapers, Mowers and Rakes. The Massey Manufacturing Company, Toronto, makers of the Toronto Mower and Twine Binder, the Massey Harvester and Mower and the Massey Horse Rake, offer the above at great bargains. Parties wishing to purchase should communicate without delay so as to ensure early delivery with our agent.—GEORGE A. BLAKE, Belmont Farm, Edmonton.

FARM FOR SALE—East half of section 35, township 53, range 25, on St. Albert road, seven and a half miles from Edmonton, and two miles from St. Albert mission, 45 acres under cultivation. Dwelling house, stable and small granary on premises. Good well at house. Also good Toronto reaper, breaking plow and harrow, with other implements, to go with the place. Price \$2,500 cash. Apply to F. Oliver, Edmonton, or on the premises to P. MARCHEL, proprietor.

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THE EDMONTON BULLETIN is published every Saturday morning, at the office, Main street, Edmonton. Subscription—Two Dollars per annum. Advertising rates—Standing advertisements, two dollars a line per annum; transient advertisements, ten cents a line for first insertion and five cents a line for each subsequent insertion; no advertisement inserted for less than One Dollar. Advance payments. OLIVER & DUNLOP, Proprietors.

EDMONTON BULLETIN, MARCH 29, 1884.

A POLITICAL ACROBAT.

Although the physical proportions of the premier of Manitoba are somewhat unwieldy, as a political acrobat, contortionist and juggler he stands unrivaled, solitary, and alone, pre-eminent and sublime. It has been said that eloquence rests rather in the listener than in the speaker and the sublimity of Mr. Norquay's acrobatic feats lies rather in the manner in which the Manitoba people allow themselves to be deluded by them, than in anything truly remarkable in the feats themselves. Any man, except an honorable one can turn his coat on short notice, can shift his platform, or take the right about face on any question, but it is given to few of the sons of men to wear two different coats, to stand on two different platforms to face two or more different ways at once, to continue to do so year after year, and still have people believe that he is an honest, an honorable, a straightforward man. And yet this is what Mr. Norquay has succeeded in doing ever since he first entered the Manitoba cabinet, it is what he is doing now and what he will continue to do until the end of the chapter. It must be admitted that in his peculiar line Mr. Norquay is a great and able man. There is just one position in the political ring that Mr. Norquay is unable to master. Like the toper who knew, blindfold, by its taste every kind of drink except water, Mr. Norquay can take any and every position or all positions at once, except that of an honorable man steadfastly upholding a righteous cause. It is true that amongst Canadian politicians this is a feat that it is not considered necessary to learn, indeed it may be counted as one of the lost arts, so that Mr. Norquay's lack of training rather than his lack of ability should be blamed for that weakness of the back, that softness of the upper lip, that looseness in the knee joints which makes its acting impossible. But what blindness can have covered the eyes of the people from seeing that Mr. Norquay is incapable of taking the part demanded of him in this crisis of the affairs of Manitoba it is difficult to understand. They must know that when his administration appealed to the people at the last election it was with the pledge to stand out against the disallowance policy of the federal government, and to re-enact the local railway charters again and again until they were allowed. They must know that Mr. Norquay had a heavy majority in the house after the election and that he did not during the whole first session make the slightest move towards carrying out this promise on the strength of which he was elected. They must know that when the popular agitation against disallowance began last fall Mr. Norquay and his administration opposed it, and that as it increased in volume and power Mr. Norquay attempted to turn it to personal account and use it as a means by which to escape from the provincial and into the federal cabinet. In this he was not successful, or indeed in any portion of his mission, although he pushed his demands on behalf of Manitoba—Norquay—with such supernatural boldness as to almost quarrel with the great Canadian I am himself.

Undoubtedly it struck some people as rather peculiar that at a time when Manitoba had sent delegates direct to Ottawa on a mission that Mr. Norquay had disengaged from the first that he should suddenly take a notion to go too, professedly on a somewhat similar mission. And it also may have struck them as peculiar that a man who went to Ottawa to secure his personal advancement should quarrel with the person at whose hand he expected that advancement, about a matter of public interest which he must have known he would be obliged to sacrifice before he could receive the desired position. This is the way in which the Rat Portage Progress

looks at it. The Progress, which, by the way, supported Miller, Norquay's right-hand man, in the Rat Portage election, thinks that when Norquay went to ask the seat in the cabinet Sir John called his attention to the fact that his election for a Manitoba constituency while the people were in their then state of mind was one of the improbabilities. It was decided between them that a scene should be arranged between Sir John and Mr. Norquay before witnesses, in which the latter would urge strongly the rights of his province while the former would reject them with contempt. Mr. Norquay would then appear as a martyr to principle and keep the wool pulled over the eyes of the Manitobans a little longer. The Progress puts the matter in a clever, jocular way and makes no assertions but the probabilities lie altogether in the direction of the Progress idea being correct, and that Mr. Norquay is yet, as he always has been, the tool of the powers at Ottawa.

That he is not sincere in the stand which he proposes to take regarding Manitoba's rights is amply evident from the means by which he proposes to obtain those rights. And it is quite as evident from the vote given in the legislature in favor of sending a claptrap memorial—and from the statement that this memorial has taken the wind out of the sails of the opposition—that the scales are still before the eyes of the people of Manitoba that Mr. Norquay's seat in the federal cabinet is tolerably secure and that Manitoba is as far from railway competition by way of Hudson's bay or the United States as it ever was, or perhaps further. During the progress of the agitation going on last winter no doubt there was a time to memorialize and send delegations, but it is not venturing too much to say that the time for such weak-kneed measures is past. The gods help those who help themselves. It is to the legislature and government of Manitoba that the people of that province have now to look for relief not to those of Canada or Britain. If the power of relief did not lie in their hands absolutely there might be some reason in again and again memorializing especially the government of Great Britain, but as the case stands there is not the slightest necessity. And the fact that instead of facing, grappling with and overthrowing the difficulty, premier Norquay and his shortsighted followers seek to postpone action by sending long-winded memorials half around the world on what in all probability will be a fruitless journey, shows that he and they are not really desirous of overcoming the difficulty or else are too utterly cowardly to take the proper and only remaining constitutional means by which it may be overcome.

In view of the decision of the federal government not to extend the boundaries of Manitoba to the requisite north latitude, the Hudson's bay railway may be considered dead for the present, at least as a provincial enterprise. Nobody would be fool enough to think that Manitoba could constitutionally build or control a railroad outside the limits of the province, and Manitoba is not fool enough to sink money in a Hudson's bay road that she could not control. As the extension of boundary cannot be obtained without the consent of the federal government, which of course will not be given, there is little use in the local government wasting wind or time on the project. As long as there was the most distant hope of securing a northern outlet under provincial control, there were many reasons why it was not advisable to push for immediate southern communication, but now that all hope of the former is shut off it is the duty, as it is the right and privilege and within the power of the government to secure the latter. Granted that the local legislature cannot charter a railroad company to touch the boundary, what under the wide heavens is there to hinder a road being constructed from Winnipeg to the boundary by the province as a public work, except the lack of will on the part of the government to build it. That Manitoba has a perfect right to do this there is not the faintest doubt. If it were done and the federal government exercised force to destroy the road or prevent its completion then a memorial to the home government would be in order, but until the matter has reached that point—where the federal government would be trespassing on the constitutional rights of Manitoba—memorials to the British government are merely sent to

spend time. There can be no shadow of a doubt as to the right of the federal government to disallow provincial charters if it thinks fit. How then can the British government be expected to interfere, to alter the whole scheme of confederation, at the request of only one member of it, especially when there is nothing to hinder the desired end from being reached by means entirely within the provisions of that scheme?

Admitting that the provincial government has no funds with which to build a line say from Winnipeg to the boundary, if the men comprising that government were such as could be depended upon, between municipal bonuses and assistance from outside roads desiring an entrance into the North-West the funds could be raised on short notice. No doubt if this line were built the federal government would disallow all charters passed by the province for connecting roads, but at the present time there are enough charters held from the federal government itself for the building of railroads throughout the North-West, to supply the country fairly well. For lack of an independent outlet these companies are languishing but give them that and life would be infused into them and they would go ahead. The Manitoba and North-Western and Souris & Rocky mountain hold charters that if the roads could be built would give ample communication to the true fertile belt which the C.P.R. scarcely touches. But unless they can secure an independent outlet they must ultimately in the nature of things fall into the hands of the C.P.R. together with the bonuses that have been granted them by the municipalities.

This North-West railway problem has now arrived at a stage when vigorous action on the part of Mr. Norquay and his colleagues would solve it forever. Supposing the two lines mentioned were built, they would soon be settled throughout their entire length and Manitoba and the North-West would then be strong enough to demand that justice in railroad and other matters now denied them. But the word has gone forth over the world that the people of Manitoba are oppressed, fact of the monopoly will hinder the progress of the country, while the name of its existence will hinder it much more. Men of means, independent men, will not choose to come to such a country. The only immigrants that can reasonably be expected in large numbers will be those of the assisted class whose coming will be at best a doubtful benefit and it will be many years before the country will be in that position which its fertility and abundant resources entitle it to be in even now, when it will be able to compel consideration of its rights. It is at a time like this that a man of sand is wanted to conduct the affairs of a country or province, but or putty, as far as his power or will to attain any good object is concerned.

The blame, however, does not rest alone on the shoulders of Mr. Norquay or his government. The people are more to blame than he is for placing him in a position which enables him to stand in the way of their prosperity, and blindly keeping him there.

GREAT indignation is expressed against the late farmers' convention in Winnipeg for having passed a resolution advising immigrants to keep away from the province until all disputes were settled. This, it seems, was very disloyal on their part. In Mr. Norquay's pamphlet containing Manitoba's case against the federal government, he asserts that "settlement had gone on with unprecedented rapidity and had brought about a state of affairs embarrassing to Manitoba. Under such circumstances a large addition to the population would be an evil in disguise."—syndicate-loyal indignation squandered on Mr. Norquay for making this statement.

WATSON, M.P. for Marquette, during the syndicate loan debate introduced an amendment to the effect that on consideration of the loan being made the monopoly clause should be struck out of the syndicate charter. This was voted down with the assistance of certain of those sterling patriots and Manitoba first men, Ross, Sutherland, Scott and Royal, and several of the Manitoba papers are busy proving that because Mr. Watson did this he is a villain of the deepest dye and a man who would sacrifice his country if he only had the opportunity. If St. Patrick should visit Manitoba just now he would have a busy time clearing it out of copperheads, fangless, but none the less loathsome.

NORRIS & CAREY,

Beg to inform their numerous customers and the public at large that they have just received a first-class assortment of

DRY GOODS, AND

READY-MADE CLOTHING

LADIES' WEAR A SPECIALTY.

Ready-made dresses of latest style and finish, hats of all kinds, flowers, feathers, kid gloves, etc., etc.

Also a large assortment of

GROCERIES,

STATIONERY, and

BOOTS AND SHOES.

Which they are prepared to sell at low figures

FORTY CART LOADS

Of fancy groceries to arrive shortly.

The public will find it to their advantage to give us a call and inspect our goods before purchasing elsewhere.

NORRIS & CAREY,

St. Albert Road.

BROWN & CURRY,

GENERAL MERCHANTS,

Beg to inform the public that their long expected freight has arrived at last, and that they have now on hand the

LARGEST AND MOST COMPLETE STOCK

That has ever been brought into the North-West,

WITHOUT EXCEPTION.

Although the rate of freight is high we pay no more than others, and as we have

NO MIDDLE MEN TO CONTEND WITH

As others have, and as our goods are all bought direct from the importers or manufacturers, and

SELECTED FROM THE BEST QUALITIES

We are able to offer

BETTER AND CHEAPER GOODS THAN ANY OTHER FIRM IN EDMONTON.

We respectfully ask everyone to call and examine our goods before purchasing elsewhere.

BROWN & CURRY.

MORE H. B. ROUTE.

James Gullion, of the lower settlement, sailed from Stromness on July 5th, 1866, in the Prince of Wales, Captain Herd, J. Hackland, mate, and had a good passage across the Atlantic. Did not sight cape Resolution. Saw the first piece of ice about the entrance to the straits three weeks from Stromness. Saw the ice in the evening during rough weather. The ship was put about and stood out during the night for fear of the ice. In the morning she took her course again, and on the afternoon of the next day sighted two whalers. Three days afterwards struck no ice, and the following day sighted two H.B. vessels, one bound for York and the other for Labrador. The next day all three were stuck in the ice, within speaking distance of each other and about half a mile from land. Next day three men went on the ice to wash clothes, when all at once the turn of the tide started the vessel. Ropes were thrown to the men and they were rescued. Occupied eight days in getting through the ice, but were only stuck one night. Just after passing the ice saw a large number of Huskies and commenced to trade with them. Were obliged to desist in order to catch up to the Moose ship which began to fire guns as signals to them. Overtook her the same evening. Next day made Mansfield island with a fair wind. Lay to four hours on south side of the island and received 16 tons of cargo from the Moose ship. Then each vessel took its own course. Two days from Mansfield island anchored in 15 fathoms of water and from there anchored in the mouth of the Nelson river with the Prince Rupert, being unable to make the five fathom hole on account of a heavy storm. Lay three days and nights in the mouth of Nelson river, storm stayed, and on the fourth day weighed anchor and made the five fathom hole on August 13th. This was the only stormy weather on the trip. Amongst the passengers on this trip were chief factor Hargrave, J. McAuley and Mr. Dunlop, clerks, rev. Mr. Cowie and four lady passengers. Besides there were 39 Norwegians and four Otkiney men. During the passage out, when about half way, the Norwegians mutinied on account of short rations. The vessel was short handed—as indeed the H.B. ships always were—only having fourteen able seamen, and the hired men were expected to help in making sail, and other necessary work. On this occasion the Norwegians were ordered up but would not come. Hackland, the mate, went down after them with a broom stick but they hunted him up again with a rope's end. Captain Herd then tried it, but as he was going down the ladder a keg of vinegar was thrown at him which made him change his mind. The dispute was finally settled through Mr. Hargrave by the Norwegians getting full rations. They were a somewhat refractory crowd. Thirteen out of the original party had deserted at Gravesend and those who came out went back next season. This was the second and last experiment in bringing out Norsemen as H. B. servants. Saw plenty of icebergs in the bay, but most of them seemed to be aground, kept near the Husky coast and one day prepared to go ashore, but something prevented. Mr. Gullion left York for Norway house with Bruce's Red river brigade of boats and made Norway house, in 15 days from York, 66 pieces or 3 tons in each boat. Occupied ten days from Norway house to Cumberland, six days from Cumberland to Ft. la Corne. The boats were frozen in between Carlton and Pitt, at Horse hill and the men had to pack to Pitt. Remained seven weeks at Pitt and packed from Pitt to Edmonton arriving on the 28th of December. Left Edmonton on April 26th and packed to the Mountain house. From the Mountain house Mr. Gullion made three trips to York factory. On the second trip the boats left the fort on May 1st and got back on November 2nd. They were frozen in at the mouth of the North fork but managed to get out and make to the fort. The boats usually started before May 6th and got back sometime in October. Mr. Gullion thinks that from the appearance of the country along the boat route from York to Norway house there would be no particular difficulty in building a railroad along it. It is almost uniformly level with very little rock and near the river there is not much muskeg. Back from the rivers, however, the numerous muskegs might make building expensive, or impossible. In the marshy country near York there would be no difficulty as the frost only comes out a few feet and there always is a solid strata of ice underneath. At one time the H.B.C. attempted steamboat navigation on York and Hayes rivers up to the first portage. A tug was brought out from England which it was expected would tow the York boats up to the portage, and actually made the trip alone, the distance being 75 or 100 miles. But it was found that the vessel was lacking in power and could not tow anything against the rapid current. The experiment was therefore abandoned.

J. Kirkness, whose evidence was given in the issue of March 8th, desires to correct the statement as to the vessel sailing on the 26th of May. June instead of May was meant. Mr. Kirkness lived five years at Oxford house, about half way from York to Norway house, and travelled several times over the route

both in winter and summer. Barley, potatoes, turnips and cabbages are grown at Oxford and were successful three years out of the five that he was there. By continual cropping the soil had become very poor. There is very little agricultural country along the whole route. About 30 years before Mr. Kirkness came to the country, that is about 1834, when the route of travel was changed from Nelson river to York river the H.B.C. cut out a straight winter road from York to Norway house through the woods running parallel and sometimes close to the boat route. Substantial bridges were built, shanties erected every fourteen miles, and may put up, it being the intention to freight the supplies through in the winter with oxen. Sleighs were brought out from England and the freighting was carried on one season with oxen and the next with horses. The road was then abandoned, except for light winter travel. Mr. Kirkness travelled on it frequently, but it was very much grown up with young trees. Many of the bridges and shanties were still standing when he was there last.

M. Mackenzie thinks that the date of his leaving Stromness was July 3rd or 5th instead of June 16th.

T. Houston, whose evidence was given last week, came out in the year 1870.

In W. Lennie's statement he is made to say that the ship lay "eighty" days in the ice and drifted back "eight" miles. The "eight" and "eighty" should be reversed.

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CONGREGATIONAL MEETING.

The annual meeting of the Presbyterian congregation was held on Wednesday evening. After devotional exercises, conducted by the Rev. Mr. Baird, Mr. A. D. Osborne was called to the chair. Mr. Baird made a statement in regard to the state of religion in the church. Eleven members were added to the communion roll during the year and two were removed by death, the first loss of the kind which the congregation has experienced. The attendance at the Sabbath services has increased decidedly. The Edmonton Sabbath school has twenty-five names on the roll and an average attendance of thirteen. The Belmont school is smaller but the attendance is regular and the pupils are devoted to their work. Besides the morning and evening services at Edmonton, fortnightly services are held at Belmont and monthly services at Ft. Saskatchewan, Sturgeon river and Clover bar. Mention was also made of the expected arrival of an additional missionary and of the way in which the work would be divided. The board of trustees reported that they had received a deed from the Hudson's Bay company for the four church lots and recommended that the thanks of the congregation be tendered to the company. The report was adopted. The board of management reported that the weekly offering system had been adopted on the recommendation of the Rev. James Robertson, superintendent of missions, who visited the church last fall, and that its adoption had been followed by a decided increase in the amount of money at the disposal of the board. They recommended that the date of the annual meeting be made a week later so that the books may be balanced at the end of the quarter, that the minister's salary be increased, and that the treasurer be authorized to have slips printed to assist him in his work. The report was adopted with the exception of the clause in regard to the minister's salary, which was postponed till after the other reports were heard. The report of the building committee showed that the plastering of the church had been completed at a cost of \$350 and that the painting of the church, which had been delayed last summer for want of paint, would be proceeded with at an early date. The church building has cost up to date \$2,644 of which \$1,654 was subscribed here, \$600 was a loan from the church and manse building fund and there is still a floating debt of \$300, which, however, is being reduced in a gratifying manner. This report was also adopted. The treasurer reported that the revenue for the year amounted to \$1,478, of which \$605 had been paid towards the minister's salary, \$649 on account of the building fund, \$192 for the organ, \$84 for fuel, light and incidental expenses and \$28 for mission funds, leaving a balance on hand of \$20. This statement was pronounced correct by the auditor and was adopted. It was agreed to increase the proportion of the minister's salary paid by the congregation to \$700, the home mission committee contributing \$500, and it was resolved also to give him a call changing his status from that of a missionary to that of a regularly called minister. Messrs. Jas. McDougall and Jno. Cameron were elected to take the place of the two managers who retired by rotation. The secretary, G. A. Blake, and the treasurer, Alex. Taylor, were re-elected and were tendered a vote of thanks for their services. The meeting then adjourned.

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The same persons who apply for a charter as the Alberta bridge company also apply to be incorporated as the Calgary tramway company, capital stock \$300,000, and the Calgary waterworks company, capital stock \$200,000.

MILL MEETING.

A public meeting of the inhabitants of Sturgeon river settlement was held at D. B. Wilson's house, north side of the river, on Saturday the 22nd inst., for the purpose of considering what steps were necessary to be taken for the erection of a grist mill in the neighborhood. D. B. Wilson was appointed chairman and Malcolm McKinley secretary.

The chairman opened the meeting with an appropriate speech in which he stated that negotiations had been carried on with Mr. Knowles, who would undertake to build a mill in the vicinity provided the farmers would subscribe an amount sufficient to pay for its erection. He thought it was advisable to have a company incorporated for the purpose as soon as possible.

T. G. Hutchings spoke at some length of the feasibility of such an enterprise and said that he would like to see a saw mill in connection with the grist mill as there was timber in abundance quite near the proposed location. Besides he considered that it would be more profitable to run both as sawing could be done when there was no grinding to do.

J. Kelly said he was glad to see the farmers alive to their own interests and thought the commencement of such an industry was a move in the right direction. Having a saw mill in connection with the grist mill was a judicious step as there was no obstacle to prevent the driving of logs down the Sturgeon river, and hauling to the proposed site was a small item. He understood that water power was to be used, that there would be no difficulty in building a dam, and that the water supply was inexhaustible during all seasons.

Robert Kelly was of opinion that it would not be an easy matter to secure money enough for such a gigantic work for money was scarce in the country.

The chairman gave full information respecting the securing of the money providing the farmers formed a joint stock company and became responsible for the amount.

It was finally moved by J. Kelly, seconded by G. Sutherland and carried that the meeting be adjourned until Friday, April 16th, at 2 p.m., to the residence of Mr. J. Kelly of Cut bank farm, and that all parties interested be invited to attend.

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The Alberta bridge company now applying for incorporation by the federal government, consisting of John Stewart, J. F. MacLeod, S. S. Steele, A. Henderson, A. W. McVittie and C. W. Moherly, is to have a capital of \$50,000 divided into 500 shares. The stock may be increased to \$250,000 by a two-thirds vote of the shareholders. The company is to have power to construct and manage toll bridges over the Bow river, Elbow river, Sheep creek, Old Man's river, Belly river and such other streams in the district of Alberta, as may be approved by the lieutenant-governor of the North-West, and to collect tolls therefor as follows: Foot passenger each way three cents, rider with horse or mule each way ten cents, loose animals per head (except pigs and spring colts following the mare) ten cents, sheep and pigs four cents, each vehicle drawn by two or more animals twenty cents. Bridges or ferries within one mile above or below the bridge erected by the company are prohibited. Municipalities may assume the bridges on payment of the company's right therein, the value to be determined by arbitration. These rates would be a pretty good thing on the Elbow river in the centre of Calgary, or on the Old Man's river at MacLeod, or indeed anywhere on the trail from the boundary to Edmonton. The Macleod Gazette denounces the company as a blood sucking monopoly and the people of Calgary are opposed to it. If other reasons were lacking these would be sufficient to secure its passage at Ottawa. It goes to show that there is money in it for government sacks.

The North-West coal and navigation company intend putting on a line of coaches between Medicine Hat and Ft. MacLeod. The trip will occupy 24 hours each way and two trips will be made a week.

CHURCHES.

CHURCH OF ENGLAND.—Hours of Sunday service: All Saints 11 a.m., St. Michael's 6:30 p.m. W.N.

ST. JOACHIM'S, R. C. CHURCH, Edmonton.—Mass at 10 a.m. every Sunday. Sermon in English and Cree. Afternoon services at 3 o'clock. H. GRANDIN, O.M.I.

METHODIST CHURCH OF CANADA.—D. C. Sanderson, Pastor. Hours of service, 11 a.m. and 6:30 p.m. Sabbath School, 2:30 p.m. Prayer meeting and lecture, Wednesday evening at 7 p.m.

EDMONTON PRESBYTERIAN CHURCH.—Pastor—the Rev. Andrew B. Baird, M.A., B.D. Sabbath services, 11 a.m. and 6:30 p.m. Sabbath school at 2:30 p.m. Prayer meeting and meeting for the practice of sacred music on Thursday evening at 7. The usual Sabbath morning service will be interrupted by Mr. Baird's monthly visit to Fort Saskatchewan on April 6th.

PROFESSIONAL.

DR. MUNRO, Physician and Surgeon. Office first door west of Bulletin building, Main street, Edmonton.

DR. H. C. WILSON, Physician & Surgeon. Office first building west of school house, block 6, H.B.C. reserve, Edmonton.

JOSEPH V. KILDAHL, Solicitor of the High Court of Judicature in Ireland. Temporary office—Ross' hotel, Edmonton.

GEORGE A. WATSON, Barrister, Conveyancer, Notary Public, etc. Law office first door east of Jasper house, Main street, Edmonton, N.W.T.

STUART D. MULKINS, Notary Public and Conveyancer. Coal Claims and Timber Limits located, and general information afforded on application. Thirteen years experience in Manitoba and the North-West. Office first door east of Jasper House, Main street, Edmonton, N.W.T.

J. K. OSWALD, late of Oswald Brothers, Montreal, Real Estate and Land Agent, and General Commission Broker, Calgary, N.W.T. All orders for purchase and sale of real estate, farms, ranches, ranche supplies, agricultural implements, horses, cattle, and other general business promptly attended to. References: Major general Strange, Military colonization company's ranche, near Calgary; C. Sharples, Esq., Calgary; W. B. Scarth, Esq., Toronto; Hon. A. P. Caron, minister of militia, Ottawa; Lieut.-col. Irvine, chief commissioner N.W.M.P., Regina; C. Sweeney, bank of Montreal, Winnipeg; W. R. Oswald, Esq., Montreal; C. J. Wylde, Esq., Halifax, N.S.

BUSINESS.

LIVERY, FEED, and SALE STABLE. M. McCUALEY.

J. R. BURTON, Carpenter and Contractor. Estimates given. Doors, sash, etc., etc., made to order.

JAMES O'BRIEN & CO., wholesale clothiers, College buildings, Montreal, and Princess street, Winnipeg.

ROSS BROS., Tinsmiths, manufacturers of all kinds of tin, sheet iron and copper ars. Shop in D. M. McDougall's building, Main street, Edmonton.

SANDERSON & LOOBY, General Blacksmiths. Horseshoeing a specialty. All kinds of repairing done neatly and quickly. Shop on Main street, Edmonton.

ROBT. D. RICHARDSON, wholesale and retail Bookseller, Stationer, Blank Book Manufacturer and Fine Job Printer. The corner next the post office, Winnipeg.

ST. JEAN BROS., Cabinet Makers, and dealers in all kinds of household furniture. With new and improved machinery, are prepared to execute orders on short notice. Steam factory, Main st., Edmonton.

BANNATYNE & CO., successors to A. G. B. Bannatyne, Wholesale Greecers, and dealers in provisions, wines and liquors. Special attention given to packing goods for the North-West. 323 Main street, Winnipeg.—A. R. J. Bannatyne, Andrew Strang.

JAMES McDONALD, Builder and Contractor. Sash and doors on hand and made to order. Plans and estimates of buildings furnished. Everything done with neatness and despatch. Office and shop, Main st., Edmonton.

STALKER & HUTCHINGS, wholesale and retail dealers in and manufacturers of Horse Clothing, Harness and Saddlery. Special attention paid to orders from the North West. Wholesale—419 Main street, Winnipeg. Retail—307 Main street, Winnipeg, and opposite post office, Portage la Prairie.

HOTELS.

JASPER HOUSE, north side of Main street. The only brick building in Edmonton. First-class weekly and daily board at reasonable rates. Good stabling in connection. J. GOODRIDGE, Proprietor.

WALKER HOUSE, Main street, Edmonton. Daily and weekly board as good as the best and as cheap as the cheapest. Meal tickets for sale. Choice cigars and temperance drinks. First-class billiard hall and feed stable in connection. WM. WALKER, proprietor.

CALGARY HOUSE, Calgary, Alberta. Dunn & Wright, proprietors. This hotel is replete with all the latest improvements. Finest brands of imported and domestic cigars. Temperance drinks. Special attention paid to ladies and children. The tables are spread with seasonable delicacies.

EDMONTON HOTEL, the pioneer house of entertainment west of Portage la Prairie. An extensive addition has been made to this establishment which now offers superior accommodation to my old patrons and the travelling public. A first-class billiard room. Good stabling attached. DONALD ROSS, Proprietor.

GENERAL NEWS.

Montreal has docked the mayor of his \$2,000 salary.

Counterfeit \$4 bills are being circulated in Hamilton, Ont.

S. J. Jackson has been re-elected to the Manitoba legislature for Rockwood.

Wallace Ross defeated Bubear, the English champion, six lengths, on the Putney course.

The name of the Cochrane ranche company is to be changed to the British ranche company.

A Missouri murderer named Cliffe Wade was torn to pieces by blood hounds in Texas recently.

The expenditure of Ontario for 1882 was \$2,887,037, being \$141,295 in excess of appropriations.

A majority of 1,646 was given against the repeal of the Scott act in Prince county, P.E.I. recently.

Col. Middleton of the British army is to succeed general Luard as adjutant general of the Canadian volunteer force.

The Battleford people are kicking against the ferry charter that has been granted by the lieutenant-governor at that place.

A by-law for the abolition of grocers' liquor licenses was voted on in Toronto last Tuesday and was carried by 359 of a majority.

It is proposed to change the name of the Souris & Rocky mountain railway company to the Battleford & Peace river railway company.

Around Fergus falls and in the Red river valley, three-fourths of the wheaton wet land was frozen and the farmers are only getting 40c a bushel for it.

The C.P.R. is said to have purchased the Canada Atlantic railway. This is the first instalment of the \$22,500,000 which was given to build the C.P.R. through the Selkirks.

Morris Rittleman whose eye was knocked out by a bottle which fell from the fourth story of a house on fifth avenue, New York, has received a verdict of \$8,000 damages against the owner of the house.

The proposed ranchers bank is to have a capital of \$4,866,500 divided into 50,000 shares of \$97.33 or £20 sterling each. There will be twelve directors, five of whom will reside at Calgary and seven in London, England. The act expires on July 1st, 1891.

The Toronto News, commenting on the time wasted in the Ontario legislature says: "Perhaps it won't matter much in the long run. The members are living in Toronto and spending at least a little money here. They don't coin shekels by long sessions. Let them sit."

A correspondent of the Winnipeg Times thinks S. J. Jackson was not justified in moving a vote of want of confidence in the Norquay government at the late session of the legislature before he knew what the policy of that government was. Most people will think that this reason, when it is remembered that the province at large was and is yet in the same benighted condition as Mr. Jackson, if no other existed, would amply justify him.

During the past ten years the average yearly sum paid into the federal treasury by each resident of Manitoba was \$10.76 1-5 against \$10.27 3-5 of British Columbia, \$5.16 1-2 of Quebec, \$4.20 of New Brunswick, \$3.49 of Nova Scotia, \$3.14 3-5 of Ontario and \$2.41 2-5 of Prince Edward island. This is as the matter appears from the customs and excise and other returns but it must be remembered that a portion of the duty credited to Montreal and Toronto is really paid by Manitoba, so that the amount is much over \$10.761-5 per head.

Mr. Royal has presented a bill for the incorporation of the San Francisco and Hudson's bay railway in the house of commons. The incorporators are Thos. Scott, A. W. Ross, A. Mackenzie, and Henry Smith, M.P.'s, and W. Bathgate, R. L. Tupper, G. T. Orton, A. Logan, and A. G. B. Bannatyne, who will be the first board of directors. The road is to be built from near Winnipeg to the shore of Hudson's bay by the east side of lake Winnipeg. The capital is to be \$4,000,000 and the company is to have power to bond the road for \$25,000 a mile.

Saskatchewan Herald, March 8: Knox & Barker put in the lowest tender for the building of the Indian office at Battleford. Farmers are going to Duck lake for seed grain. The telegraph line is being taken from its present location along the flat and carried along the brow of the hill on the south side to a point above the town and then across the valley to the high land on the north side; this will prevent damage from high water such as has been suffered every spring lately. The Indians of Moosomin's band have burned a large quantity of charcoal and lime this winter which they will sell in town. A petition for the representation of the territories in the house of commons has been forwarded from Prince Albert. One of Big Bear's Indians at Pitt drew a knife on farm instructor Delaney and others of the band conducted themselves in such a manner that three of them were arrested.

The Toronto News says that considering the character of the assisted immigrants it would be infinitely better in the interests of the Canadian people, if the government are going to persevere in the assisted immigration business, that they should send the immigrants clear through and out of the country. The first expense of assisted passages is a small matter compared with the burden of keeping a large proportion of them after they have got here, in voluntary or enforced idleness.

The Cochrane ranche company seems to be unfortunate. Last winter their immense range near Calgary was covered with deep snow and a hard crust and the consequence was a frightful loss of cattle. To avoid a recurrence of the catastrophe the range was abandoned for horned cattle and the Cochrane herd driven south to a range on the Kootenay near the mountains, which was all clear last winter. This winter the Calgary range is all right and the Kootenay range, according to the MacLeod Gazette, is covered with snow from two to three feet deep, with a crust so hard that a loaded wagon can be driven over it without breaking through. The Muirhead ranche was also snowed under at the same time. Contrary to the procedure of last winter the cattle are being driven to where they can get grass.

A summary of the new mining regulations has been published in the Calgary Herald, in substance as follows: No mining location or claim except for iron will be granted until after the discovery of a vein, lode or deposit of mineral, or ledges of quartz or other rock, within the limits of the location, the area of which shall not exceed 40 acres. The surface boundaries of the location shall be straight due north and south and east and west lines, the length to be not more than three times the breadth. The boundaries beneath the surface shall correspond with those on the surface. The price to be paid shall be at the rate of \$5 an acre cash. On making an application to purchase a location and paying the price therefor the claimant shall deposit with the agent the sum of \$50, which shall be deemed a payment by him to the government for the survey of his location, and upon the receipt of plans and field notes, approved by the surveyor-general, a patent shall issue to him. The proceedings to be taken by a discoverer for the purpose of securing his claim are as follows: "Having marked out on the ground the location he desires the claimant shall within ninety days thereafter file with the local agent in the Dominion land office for the district in which the location is situated a declaration on oath setting forth the circumstances of his discovery and describing as nearly as may be the locality and dimensions of the claim marked out by him, according to the above instructions, and shall along with such declaration pay to said agent an entry fee of \$5. At any time before the expiration of one year from the date of his obtaining the agent's receipt as aforesaid it shall be open for the claimant to purchase the location on filing with the local agent proof that he has expended not less than \$500 in actual mining operations on the same; such proof to consist of his own sworn statement, accompanied and confirmed by affidavies of two disinterested persons setting forth in detail notice of such operations and the amount expended."

Calgary Herald, March 12: The dispute in regard to the ownership of the Rooselle claim has been settled, and the survey and sales will be proceeded with. The train which left Calgary for Winnipeg on Feb. 6th was stuck for 20 hours in a drift before reaching Medicine Hat. After leaving Medicine Hat it was caught in another blizzard and made slow progress until within fifteen miles of Swift Current, where it stuck fast and remained fifty hours. A relief engine was sent from Swift Current and made the fifteen miles in twenty hours. Provisions were short, and on Saturday each passenger was allowed one biscuit for supper and on Sunday coffee for breakfast and a biscuit each at 2 p.m. The men of the relief train were nearly exhausted with shovelling before reaching the passenger train. Mr. Bannerman has been appointed collector of customs for Calgary. The Herald wants building material forwarded more rapidly by the C.P.R. Mr. Sewell scratched his thumb on a rusty nail, erysipelas and delirium ensued, and the thumb or perhaps the hand will have to be amputated. The C.P.R. bridge over the Bow is being rushed to completion before the ice goes. Lumber stealing is common. The Calgary dramatic club gave a performance on Monday, 10th inst., which was very successful. The police raided a disorderly house on the evening of the 7th; the inmates were sentenced to six months imprisonment with hard labor, but were allowed the alternative of leaving town by the first train. Capt. Boynton is about to erect a theatre building. J. B. Craig, of the Oxley ranch denies the report that the mange is prevalent on that ranch. Hogg & Co. are the contractors for the Dewdney buildings, and Thos. Watt for the buildings of the North-West land company. The Montreal bank will open a branch at Calgary. A miners' meeting held at the forks of the Bow river organized the Tunnel mountain mining district under the law of British Columbia.

An extension of time of payment for pre-emptions is being granted by the lands department to those who require it in Manitoba. Interest at the rate of six per cent. is charged. Homesteaders have three years and a half from the time of going into possession before pre-emptions need be paid for.

Senator Plumb asked recently if it was the intention of the government to grant parliamentary representation to the districts of the North-West. Senator Macpherson replied that the government had no intention of introducing a bill to that effect this session.

Last year the lieut.-governor of Ontario drew \$10,000 of salary from the federal treasury and \$12,023 of expenses from that of Ontario. The governor business should pay.

The lake Superior section of the C.P.R. is expected to cost \$16,000,000 for construction and \$800,000 for rolling stock. One hundred miles of this section will cost \$7,600,000.

Spirits imported into and made in Manitoba in '88 amounted to 83,671 gallons and malt liquors to 328,778 gallons.

METEOROLOGICAL.

Weather Report for week ending Friday evening, March 29th, 1884. Reported for the BULLETIN by Mr. Alexander Taylor, observer at Edmonton.

	Max.	Min.
Saturday,	54	22
Sunday,	54	26
Monday,	51	28
Tuesday,	49	28
Wednesday,	32	14
Thursday,	42	6
Friday,	48	16
Barometer rising,	27.40	

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SEEDERS AND STUBBLE PLOWS
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THE COCHRANE RANCHE COMPANY (Limited),

BOW RIVER, N.W.T.,

Breeders of Short Horn, Hereford and Polled Aberdeen cattle, and of Clydesdale and Thoroughbred horses.

Cattle branded "C" on left hip, and under bit out of left ear.

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Manager.
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NEW GOODS JUST ARRIVED.

A full assortment in

DRY GOODS,

READY-MADE CLOTHING,

GROCERIES, ETC., ETC.

Complete line of

X'MAS AND HOLIDAY GOODS.

Prices as low as the lowest. Give us a call and see for yourselves.

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KEEP CLEAR OF THE DOCTOR.

GREAT SECRET

IS TO

KEEP YOUR FEET DRY,

AND

A. MACDONALD & CO.

Always anxious about their customers' health have secured a lot of first-class

LADIES' AND GENTS' RUBBER SHOES,

Also a large stock of men's, women's and boys'

LEATHER BOOTS, SHOES AND SLIPPERS

Of all kinds, which they are offering to the public very low for

CASH.

LAST NOTICE.

ALL ACCOUNTS DUE US

AND

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WILL BE

PLACED IN COURT FOR COLLECTION.

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